His Sturdy Solf-reliance—A Working Me-chanic, in America—Great Achievemento in Railroad Building—A Remarkable Character—His Proposed Visit Mere, Prince Michael Hilkoff, Imperial Minister of

Ways of Communication of Russia, is, by the command of his Majesty Nicholas II., en route the United States for the purpose of studying the development of railway and river inter-communication, and the latest American practice therewith. His Excellency has a most interesting personality. Indeed, it is to be questioned if the coming hither of any other foreign-born functionary, in a field of operation so practical and materially important to the world as that occupied by him, could awaken equal interest.



versts-equal to 3,000 miles-constituted the longest run over a single railway system in European history, if not, as a matter of record. in the world.

one of the Imperial Cabinet of the Emperor, the handling of the locomotive attached to a train upon which he was riding not being to his liking, and having become convinced that the failure to keep to the schedule was the fault of the engineer and not of the engine-which, by the way, was an American Baldwin-he mounted the footboard, and removing his tall hat and uniform coat, ran the train himself an hour or more, making up the lost time and taking it into the terminal station on the minute.

When hardly out of short clothes, as common with sons of the nobility, he became one of the pages to the Empress. At 16 he was an officer in the Guards of her Imperial Majesty, and so he remained during the Crimean war. Meantime his inclination ran to the practical and mechanical, not to the professional, even though the latter, offered in the soldier's life, opened up to him, with such influential family associations as were his, a future well calculated to inflame the fancy of a stripling. He found himself far more interested in the discussion of the problem of transport his Government had to face in the prosecution of the war than in the military tactics demanded in the enforcement of defence and assault. Young as he was, the deplorable thanfficiency of the means his countrymen had at hand to communicate with, supply, and reenforce the army in the Crimea, made a deep impression upon him. He had seen but little of the actual development of the railway, although Russia had a small line before the end of the thirties-the Tsarkoe-Selo, about fifteen miles in length-had completed the Warsawtenna line from Warsaw to the frontier in 1848, and opened the direct line from St. Petersburg to Moscow, the Immous pencil-and-ruler route of the first Nicholas, in 1851. The year following Government construction had begun on the line connecting St. Peters. burg with Warsaw, to open thus the way to an all-rail communication with the outer world. Two years later the war cloud which had so long threatened burst, and England, France and Russia became involved in the Crimea to such an extent that in all pertaining to material internal development the Russian Empire practically stood still for the succeeding three or four years.

Probably no other Russian of his age at the time so quickly grasped the situation and recopnized the disadvantage of the absence of fa cilities for the mobilizing of the troops and for the converance of war material. Through the liberality of a then affluent father, the Prince was furnished with ample means to gratify his tastes for the practical in the construction of miniature engines and otherwise to follow the mechanical bent of his mind. Strong les-sons were thus inculcated of the possibilities when steam and mechanism demonstrated the nower which, even upon so small a scale, made so stunning a comparison with the three-horse post carts upon which the Government had to rely for the transport of artillery and other ammunition over thousands of versta to Sebastopol.

Almost from infancy the Prince evinced in a marked degree the Hussian ability to master other languages, and speak them with a fluency equal to that in his own. Before he was of the Guards he read, wrote, and spone English, French, German, Spanish, and Italan as if each were his mother tongue. Enabled to paruse any print coming into his hands, and from the start devoted to publications having

to do with mechanism and manufacture, particularly in the evolution of the railway, his reading soon induced him to dream of a journey to the United States. An indulgent parent and a fond tutor enabled him to gratify these aspirations, and "with a goodly lump of money," as the Prince put it, bupil and pre-ceptor started for America. Phis was in 1857, and Alexander It., who had * 'cars previously succeeded Nicholas I., was very kind to the youthful and venturesome prince-ling, the Emperor giving him most gracious nendation to President Buchanan, to whom, Lupon, arrival in Washington, the presentation by the Russian Minister took place. and by whom he was very court cously received A Prince, and the coming head of one of the oldest families of all the Russias, the bearer species of small marked [1] important to the work is taked occupied by Jim, could awaken the work is taked occupied by Jim, could awaken the work of the process and breed [1] residualization the work of the process and breed [1] residualization the work of the process that the process of th of personal credentials direct from his Emperor to the President, of the United States, and with a money credit practically unlimited, it might have been supposed that the attractions, social and otherwise, of the cities of the

subordinate, and his environment enforced upon him the existence and future to which the sons of the nobility were born and bred, years of waiting, with enough clerical work to keen them out of mischlef, and then, as a stepping stone to final diplomatic heights, a minor appointment in the consular service.

The emancipation ukase of Alexander II., which early in 1861 abolished forever the serf-dom which had prevailed in Russia for nearly three centuries, was attended with provisions for restitution in certain directions to the former masters of the serfs, but for the nobility it brought an end to existing prosperity on anything approaching the scale the great landed proprietors had previously enjoyed. It made the greatest autocracy on earth the most democratic monarchy extant: a seeming contradiction of terms. The simpler way, perhaps, to state it would be that the nobility became such more in name than in prerogative.

nounced himself a Prince and a Russian he would be at a serious disadvantage in playing the part of a common workman; so getting as far as his given name Michael, be stopped, and Mr. Wainwright, not grasping the pronunciation correctly, relotned, "What Magill?"

The Prince in desperation replied "John," and thus he remained for the succeeding four years or more. His industry, as well as his intelligence, speedily made him a favorite. It has been said in some of the fragmentary notices which have appeared from time to time in years past that he was employed for a period in the Haldwin locomotive shops in Philadeibhia, and likewise in the Pennsylvania Railway shops at Altoona. These are errors, for, as a matter of fact, his first sectual connection with labor pertaining to the railway, and his first practival knowledge of a locomotive, were due to his going, while still in Mr. Wainwright's service, to the Argentine Republic, where the Philadeibhian, in conjunction with others, had taken a contract for the construction of a railway from the Platte River over the mountains to the west coast. When it was proposed that the Prince should be one of the force from the States, Mr. Wainwright, learning that he had a wife, objected to including him on the ground that it was against his good old Quaker principles to separate a married couple. But the Prince assured him that Mrs. Magili should follow immediately upon his bocoming settled, and when his pay had been agreed upon at \$2 per day, he wrole for the Princess and his children to join him in the Argentine capital. They did so, and his Excellency, in his retrospect of the past and its situations, enjoys nothing more keenly than the remembrance that he and his family lived on \$2 a day and made both ends meet. He became Don Miguei in his South American life, where railway construction was combined with railway operation, all line not being turned over until fully completed and running. The Prince, from the place of an ordinary hand in the blacksmith's shop, advanced by de



does not necessarily follow that a difference if opinion is with them another term for the severance of association. This being true among those unrelated, it is specially true of those bound by ties of consanguinity. The old Prince could not agree with his boy, but he yearned to see bim, and declared the door closed on the past.

Hence the con bade good-by to South America.

the room of the mobility were born and breid, years of waiting, with enough eiercial work to play some to final diplomatic heighths, a mitter produced in the consulter services, one of the party of the produced in the consulter services, one of the party of the produced in the consulter services, one of the party of the party in 1801 abolished forewer the services of the party of

sperior Hilbert messeed to the full charges of everything having to do with railway and street the street of the s

is unprecedented in Russian annals, and to the United States it is of an importance which the immediate future will demonstrate.

The itinerary of his Excellency, arranged in conference with Major Pangborn of the World's Transportation Commission, who returned to St. Potersburg in July for the purpose, provides for a thorough inspection of our transit development. Sailing from Vladivostok, via Japan, upon one of the new and fast war ships of the Imperial Russian Navy, the arrival of the Minister in San Francisco is expected the first week in October, Denver, Kansas City, St. Louis, Cincinnati, Cleveland, Detriot, Chicago, Pittsburgh, Altoona, Philadelphia, Baltimore, Washington, Boston, Buffalo, and New York being visited in turn. The stay in each city and locality will be brief, owing to the period to which his Excellency's absence is limited. With scarcely a single exception he will be en route every night.

The Prince's suite embraces his son, Prince Alexander Michaelovitch of the Imperial Engineering Corps, as civil attaché; Col. Chertkoff of the Imperial Guards, as military attaché, and a private secretary.

IN ENGLISH HOP YARDS.

Scenes at the Time of the Harvest De seribed by an American Visitor.

From the Chicago Times-Herald. If a visitor to England should ask a Londoner who knows his island what is a good thing to do to make acquaintance with rural England, it is almost certain that a run down into Kent at hop-picking time would be one of the several admirable recommendations. My own experience teaches me that there is scarcely any object lesson more interesting or more instructive in the sociological survey of our ancestral country. As you rush down into the emerald and purple and brown and yellow of this justly styled "Garden of Eng-land," you whirl by innumerable round, or square, buildings with high conical tile roofs capped with a sort of elongated cowl, flattened on the open side, from which projects an arm to catch the wind and keep the opening

always in the right direction for the draught. These curious, windowless structures which you see on farm or in village or in town in-

always in the right direction for the draught.

These curious, windowless structures which you see on farm or in village or in town inform you that you are in the midst of the greatest of hop regions—for these are the oasthouses, in which hops are dried and compressed for the market. If you enter one of these oasthouses, in which hops are dried and compressed for the market. If you enter one of these oasthouses you will find furnaces on the first floor, in the mouths of which burn small but intense coal fires, the heat from which esteapes through lateral flues into the chamber, over which, at the height of the floor above, are the bins into which the fresh gathered hops are tumbled from the great coarse sacks filled by the pickers in the fleid. The bottom of the bin is a flooring of wide woven canvas stretched over the rafters. For about six hours the flowers, being raked over occasionally, are subjected to this drying. Then the bins are closed, cakes of sulphur are placed in the fires, and the oasthouse is shut and shandoned. The fumes pass through the hops, killing insects and giving to the flowers a fresh, clean, golden tone, so necessary to their successful marketing. When the white smoke of the sulphur has ceased to issue from the hoods—which are at the apex of the cone and directly over the bin, each bin having its own separate cone—the men return to the bins, the hops are removed and mechanically compressed into long, stout bags, and are then ready for the next train to their market.

Yesterday I spent at Malling, an ancient market town about thirty miles from London, which is in the mildst of one of the most fertile and surveyed in every direction the plantations of the hop pickers, like the entire of the wire the mildst and extensive hop districts in the world, the soil being of the rich quality that preduces the family set poles, the deep green of the vine leave beautifully geomed by the green of the vine leave beautifully geomed by the green of the vine leaves beautifully geomed by the green of the v

way up the poles and pulls up the poles to carry to the bin side, the women and children incessantly work from 6 A. M. to 7 P. M., save only for the half hour at neon for dinner. And what as sight it is: At the very edge of the field where I spent most time rears rugged and tall the ivy-draped tower of St. Leonards, said to be the very first, and therefore the oldest, of the Norman towers, the pictures of the oldest, of the Norman towers, the pictures of which so interest the intelligent visitor to rural England. This tower was built by Gundulf, Bishop of Rochester, somewhere about 1078-90, for his own security in those ancertain times, when he was superintending the growth of that "Abbey of the Women" of Mailing, between which and the tower there was a subterranean passage, one entrance and a portion of which still exist. This abbey, by the way, has been restored, and is once more a home of nuns, but of that another time. At the foot of this old tower yesterday rolled and tumbled a score of grimy, half-naked, tatterdemailon children, of arges running from the Infant that should have been in arms to a pair of four-year-old twins, in patched, dirty red dresses, and with huge brass earrings hiding the lobes of their unclean little cars. Thus did half-harharous young modesty kick up its slovenly little legs in contempt of, that still grim though dismaniled tower, built eight centuries ago to repel the assaults of those savages who were forerunners of the present-day Englishman.

And among the vines yonder were the motley groups of persons to whom these little human biots appertained. Not by any means as picturesque and fascinating as Italian grape pickers; nothing of the rich, dark beauty of the Southern types; but a different sort of interest attaches to these hopelessly ignorant, halfvagrant creatures, who have come to the picking—by donkey cart, by train, on footbearing with them their miserable utensils for cooking and faring, in their rags and their tatters, the filth of which they are not assumed, sieeping b s a drunkenness almost equally developed in both sexes among the lower strata.

Fall of an Interesting Natural Monolith

Fall of an Interesting Natural Monolith.

Prom the Cincianati Enquirer.

HUNTINGTON, W. Va., Sept. 10.—Previous to a few days ago there stood about two miles south of Hamilin, in Lincoin county, on a high, rocky point overlooking a vast expanse of rugged country, one of the striking curiosities in the country, "Maul Rock" has been known as long as the country has been inhabited. The peculiar formation of the vast monolith gave it the name of "Maul Rock," the column supporting the capstone resembling the handle of a primitive maul. The height had never been accurately measured, but must have been 100 feet. Some fitsen feet from the top the column widened uniformly, making the circumference some sixty or seventy feet. The handle, or shaft, was probably fifty feet in circumference. Each was almost round. The rock is of sandstone of the usual hardness.

Near the base there was a perceptible crumbling and indications of decay, and this disintegration has been going on for agos, until finally it weakened so that the strain could be borno no longer, and it fell.

Thousands of visitors from Ohio, Kentucky, Virginia, and West Virginia cities have been attracted thither, and pionic and outing parties have been held there almost daily during the summer months under the shadow of the giant rock and the foliage of the great cake. A limb of one of those monarchs overhung the apex of the stone, and those who were venturesome have frequently ascended and passed to the top of the rock, which was flat and afforded ample room stockwelly or more persons.

CONTRACTS FOR BATTLE SHIPS. The New Plan of Fixing the Dates for Them

by Act of Congress-Former Record. WASHINGTON, Sept. 26 .- It has turned out very good thing that Congress required the award of the contracts for the new battle ships to be made within 120 days from the date of the act. There was no doubt who were the low-est bidders, or that they were all responsible and competent, so that there is no need of waiting for the expiration of the time limit. All the contracts, it s expected, will be signed this week. This early start means, of course, all the

earlier finish. The present is to be a quicker award than has ever been made before for battle ships. The provision for the Indiana, Massachusetts, and Oregon became a law June 30, 1890, and the contracts were dated Nov. 18 and 19 following. The times in the case of the Iowa were July 19, 1892, and Feb. 11, 1893, while in that of the Kentucky and Kearsarge the act was dated March 2, 1895, and the bids not opened until Nov. 30.

In the case of the Monterey the date of the act was March 3, 1887, and that of the contract June 14, 1889, more than two years and three months later. The Charleston's dates were March 3, 1885, and Dec. 28, 1886. Those of the Detroit, Marblehead, and Montgomers were Sept. 7, 1888, and Nov. 2 and 11, 1880, but in that case a second bldding with modifled requirements had become necessary. The dates of the Newark were March 3, 1885, and Oct. 27, 1887, but there, also, there was an extra delay, as none of the bids for her at first came within the limit, and a larger appropriation had to be made. The Olympia's dates were Sept. 7, 1888, and July 10, 1890, the ship being authorized under one Administration, and contracted for under the next.

Our first vessels, the Chicago, Atlanta, Bos ton, and Dolphin, were authorized March 3, 1883, and contracted for July 23 and 26 following. The Baltimore was one of the ships for which the contract was signed most promptly, her dates being Aug. 3 and Dec. 17, 1886. The New York's were Sept. 7, 1888, and

secure much heave grant that he period for which the contract was signed most promptly, her dates being Aug. 3 and Dec. 17, 1880. The New York were Sept. 7, 1888, and for any secure many and steeles, by the force of the received for her elser ship, the Minneapolis, shows dates of March 2 and Aug. 31. The runboats, though smaller than the promptly, with dates of March 2 and Nov. 15, 1887. Those of the Castine and Machlas were hordered crausers of the Castine and Machlas were hordered or and the state of the could not make a show lates of March 3, 1883, and Jun. 22 and show lates of March 3, 1883, and Jun. 22 and show lates of March 3, 1883, and Jun. 22 and show lates of March 3, 1883, and Jun. 22 and show lates of March 3, 1883, and Jun. 22 and show lates of March 3, 1883, and Jun. 22 and show lates of March 3, 1883, and Jun. 22 and show lates of March 3, 1883, and Jun. 22 and show lates of March 3, 1883, and Jun. 22 and show lates of March 3, 1883, and Jun. 22 and show lates of March 3, 1883, and Jun. 22 and show lates of March 3, 1883, and Jun. 22 and show lates of the Castine and Machlas were sept. 7, 1883, and Jun. 22 and show lates of the Castine and Machlas were sept. 7, 1883, and Jun. 22 and show lates of the Castine and Machlas were sept. 7, 1883, and Jun. 22 and show lates of the castine and Machlas were sept. 7, 1883, and Jun. 22 and show lates of the castine and Machlas were sept. 7, 1883, and Jun. 22 and show lates of the castine and Machlas were sept. 7, 1883, and Jun. 22 and show lates of the castine and Machlas were sept. 7, 1883, and Jun. 22 and show lates of the sept. 7, 1883, and Jun. 22 and 32 a bureaus have become expertand quick in their designs. The shipbuilders also have learned how much it costs to build a ship, as the close bidding of the other day shows, and hence require less time for figuring on contracts. But the real point is that, in general, it is for the interest of the Navy Department itself to have ships begun as promptly as possible, and while it can be trusted in this matter, at least under ordinary circumstances, a limit of time might cause it to make mistakes, or to fail in securing the best possible results.

THE COSTLY CHINESE BOARD More Expensive When There Is No Work

to Be Done than When There Was. The extension of the civil service rules to practically all the departments of the city Government so that there are now no vacancies in any of them except such as arise from death, resignation, or removal has put an end practi-cally to the necessity of any competitive examnations. Nevertheless the expenses of the Civil Service Board go on as before, or, rather, they to not go on as before, but are constantly increasing, as the recent report of the Board filed with the Mayor shows.

During the month covered by this report there vers sixty vacancies only in all the public departments of New York city, Police, Fire, Department of Public Works, Department of Charities, courts, prisons, hospitals, docks, &c. These sixty vacancies were classified thus: Twenty-nine removals, twenty-five resignations, four retirements on pensions, and two deaths. The filling of these sixty vacancies and the appointment of twenty-six additional office-holder entailed upon the Civil Service Board an examination into eighty-six cases, and the expense

pointment of twenty-six additional office-holders entailed upon the Civil Service Board an examination into eighty-six cases, and the expense for the month of this work was \$2.182, or at the rate of \$25.37 each. This is a large sum for such a purpose, when it is considered that there is very little work for the Supervisory Civil Service Hoard, as it is called, to do. Of the amount expended last month, \$784 was for the salaries of the official staff. The pay of the examiners for the month was \$1.083, and the other expenses were \$315.

A letter was received at the last meeting of the Civil Service Board from Mayor Strong "request when for 1897," which is a surprising request when it is recalled that the Civil Service Board is costing more in fees and salarics when there are no places to be filled or very few places than when constant and repeated examinations were necessary. The Mayor's communication was referred to one of the Commissioners, and no action has been taken upon it as yet.

Last year the expense of the Supervisory for the Board of Estimate and Apportionment, the commissioners of the Civil Service have devoted themselves somewhat to such routine matters as the following: On June 23 last there was established the office of "asarcher of annexed district water grants." The Civil Service Commissioners being apprized of this fact, they employed a man to "draw up the questions in the examination for searcher of annexed district water grants." The Civil Service Commissioners being apprized of this fact, they employed a man to "draw up the questions in the examination which is probably product and fact of the jurisdiction of a municipal Hoard. Their attention making been called to the matter, they have determined to accept hereafter the license of the Evidence of this fact, they employed etermined to accept hereafter the license of the Evidence of the file of the fact of all the finess without additional examination, a determination which is probably prudent and judic the finese without additional examination

GEN. BUCKNER'S CAREER.

His Devotion to the South in Spite of Lin coln's Efforts to Win Him Urer. WASHINGTON, Sept. 25 .- A statement recently appeared in a partisan journs

a great injustice to the fame and of |Gen. Buckner, the nominee for President on the Democratic gold It was to the effect, or evidently sought vey the inference, that during the months of the rebellion Buckner care, mained on the fence, undecided wh espouse the cause of the North or t waiting for the best bid from either services. The official records of t prove this conclusively. I do no Buckner favored secession and ir before the event, but that he wr liever in the doctrine of States' ria.
firm opponent of all coercive measures atte
secession, is well settled. It is undisputed, I be lleve, that after the war was fairly begun Buck-ner's sympathies were openly with the South-And the act of casting his fortunes with it, not withstanding the repeated offers of a high com-mission in the Union service, may be accepted as determining on which side his real sympa-

thies were.

The facts explanatory of Buckner's apparent hesitation at the beginning of the war are a misteter of indisputable record. When the civil commotions began he was at the head of the Kens tucky State militia, as I recounted in THE SOR of Sept. 13, and was also acting as the military adviser and confidential agent of Gov. Magoffin, who was a Southern sympathizer. Kentucky did not secede with the other slaveholding States, but assumed an attitude of armed neu-trality between the two sections, Buckner being the commander of its military forces. Thus, occupying a responsible position, and holding these close relations with the State Administra tion, how could be with honor and dignity abandon them at such a critical period? However much he may have desired to join the Southern army, duty to his fellow citizens compelled him to remain. Besides, he had been educated in the doctrine that duty to his State was para-So long as there was any assurance that Ken-

tucky's neutrality would be respected Bucknet faithfully remained at his post, although it was publicly known that he wished to join the Cor federacy. But in the month of August, when became apparent that the state of neutraliup all his local employments and tendered his services to Jefferson Davis. He was at once appointed a Brigadier-General in the Confederate army. No ambitious or selfish motive is disclosed, so far as I can learn, by this delay, which appears to have been dictated by the most house orable motives. He doubtless felt that he was performing his duty faithfully during the neu-trality régime. Indeed, in his efforts to main-

performing his duty faithfully during the neutrality regime. Indeed, in his efforts to maintain that neutrality I judge Buckner secretly felt convinced he was doing direct service to the Southern cause.

It will be remembered that Kentucky's neutral position was assumed early in the spring of 180 and lasted until Sept. 1. Behind this makeshif the more violent agitators continued the machinations to carry the State out of machinations to carry the State out of the machinations to carry the State out of the people. Unionists and Secessionists all earnestly and honestly favored the neutral dodge in the hope to protect the State from devastations of war, very greatly dreaded by The Federal anthorities made no specific around the matter, but through the resentations of local Unionists there a quasi recognition of the existence of arrancement, which served to soothe the pie. For several months no Federal troops permitted to enter the State. Subsequentil the necessities and probable scope of the were more fully developed, it was perceived Kentucky's neutrality was very advantated to the South, because it raised a neutral between the invading armies of the land those points in the Confederacy must be attacked if the rebellion was even suppressed. Therefore, having failed to lutionize the State, as the next best experience of the confederate cause, the opportunity came very clamorous to have this neutral to the South, because the belief masset from it day because the Union men of Kentuc. A central to the support of the lution and the confederate cause, the opportunity came very clamorous to have this neutral very clamorous to have the support of day because the Union men of Kentuc. A central very clamorous to have this neutral very clamorous to have this neutral very came of the neutral very called to bring him over, or well and the confedera

That such offers were made, and good ones, di-rectly from the President, is a matter of official record. Evidence of these continued efforts, and the importance attached to Buckner and his in-fluence for good in Kentucky. Is furnished by the following autograph order of President Lin-coln, dated more than two months after the failure of Burnside's efforts:

failure of Burnside's efforts:

Hon. Secretary for War.

My Dran Sin: Unless there be some reason to the contrary not known to me, make out a commission of the contrary not known to me, make out a commission of the contrary not known to me, make out a commission of the contrary not known to me, make out a commission of the contrary not known to me, make out a commission of the contrary not known to the contrary of the President bears the bureau end of the President bears the bureau endersoment. "Same day made," showing that the commission was issued and doubtless sent forward to Gen. Anderson. There is no record of its having been offered by Anderson to Buckner, but doubtless it was. This furnishes indubitable evidence that Gen. Buckner was the object of earnest solicitude on the part of the President of the United States from some important cause, and that great inducements were offered by the Confederate authorities, for we find him later accepting exactly the same rank on that side, although in doing so he was obliged to fly his native State. To, me, therefore, his course seems to have been perfectly straightforward and honorable, and was dictated by principle, however wrong we may now hold him to have been. In view of the final result, Buckner chearly made a great sacrifice in going South. His future was assured had he been less conscientious and accepted Mr. Lincoln's tender of a command. But he well that time was sought out and importuned to accept a Federal command. This urgency is made clear by Burnside's May telegranis to have been perfectly straightforward and how the final result is not an indicated to make by the correspondence, but it was at least a General's commission, as report that it.

In view of the numerous egregious errors that almost data he was authorized to make by the correspondence, but it was at least a General's commission, as report that it.

In view of the numerous egregious errors that almost data papear in the public press concerning Buckner's subsequent career, it is worth while

of capitulation, as Smith's repres the trans-Mississippi forces, w

of all the trans-Mississippi forces, which we the final act of the war.

After the Perryville campaign Buckner bored under the great disadvantage of believed under the great disadvantage of believed under the great disadvantage of believed under Confederate sway. But he act the South faithfully and efficiently, not standing the fact that he was the viet fealousy on the part of one or two high off His conduct in Brarg's Kentucky came and also at Chicksmang, was brillians.